Veterans Boulevard

A Regionally Significant Interchange, Extension and Grade Separation Project

Veterans Boulevard: A Regionally Significant Interchange, Extension, Trail and Grade Separation Project	
Was an INFRA application for this project submitted previously?	NO
If yes, what was the name of the project in the previous application?	N/A
Previously Incurred Project Cost	$26,516,836
Future Eligible Project Cost	$112,167,000
Total Project Cost (sum)	$138,683,836
INFRA Request	$44,500,000
Total Federal Funding (including INFRA)	$45,033,520
Are matching funds restricted to a specific project component? If so, which one?	YES Matching fund restrictions are identified in Attachment 1.
Is the project or a portion of the project currently located on a National Highway Freight Network?	YES
Is the project or a portion of the project located on the NHS? Does the project add capacity to the interstate system? Is the project in a national scenic area?	YES NO NO
Do the project components include a railway-highway grade crossing or grade separation project? If so, please include the grade crossing ID.	YES Grade Crossing IDs: 757313H (Carnegie) 757312B (Herndon)
Do the project components include an intermodal or freight rail project, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	NO
If answered yes to either of the two component questions above, how much of requested INFRA funds will be spent on each of these projects components?	$0 Grade separation is fully funded by state funding.
State(s) in which project is located	California
Small or large project	Large Project
Urbanized Area in which project is located, if applicable	31843
Population of Urbanized Area	654,628
Is the project currently programmed in the: TIP STIP MPO Long Range Transportation Plan State Long Range Transportation Plan State Freight Plan	 YES NO YES NO – specific projects are not listed in California Plan. YES
If selected, would you be interested in participating in a new environmental review and permitting approach?	NO, environmental review is complete.

City of FRESNO

Table of Contents

Figures

Project Narrative

I. Project Description

Project Scope

Veterans Boulevard is a regionally significant project which will improve traffic capacity and enhance traffic operations and mobility to accommodate traffic demands in California's Central Valley along State Route 99 (SR-99). SR-99 is part of the California Freeway and Expressway System stretching almost the entire length of California's Central Valley. A major route in the most productive agricultural region in the world, SR-99 is critical to the economic vitality of the State and City of Fresno. The project also addresses east-west traffic issues faced when navigating local roadways.

The Veterans Boulevard project (Veterans) will result in the construction of a six-lane arterial roadway in northwest Fresno, a freeway interchange at SR-99, grade separations over the Union Pacific Railroad, High Speed Rail line and Golden State Boulevard and improvements to roadways surrounding the project.

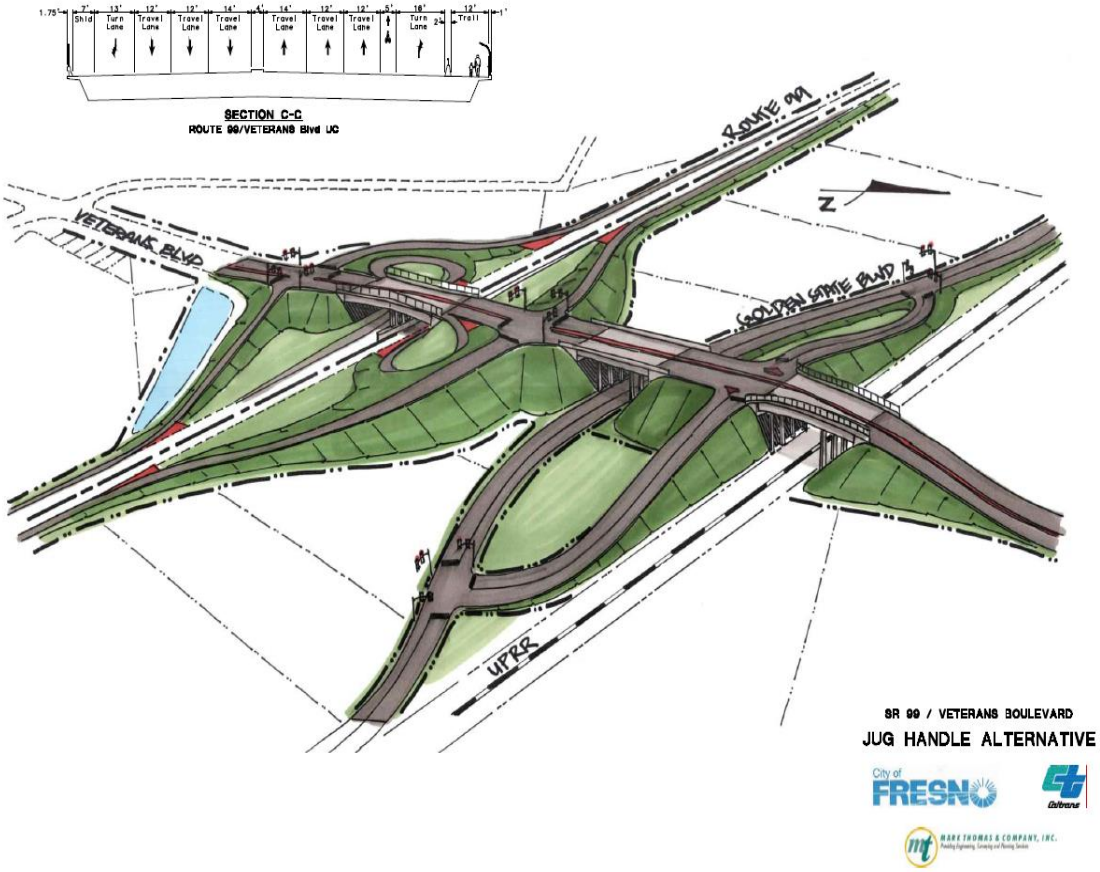

Figure 1 - Veterans Boulevard Interchange Rendering

To most effectively secure funding and ensure timely delivery, Veterans has been divided into five semi-concurrent phases discussed at length beginning on page 16 and summarized in Table 1 below.

Figure 2 - Veterans Boulevard Phasing Summary	
Phase One	Extend Bullard Avenue to its connection with Veterans Boulevard.
Phase Two	Construct a grade separation over Union Pacific Rail Road and California High Speed Rail Tracks and vacate Carnegie Avenue from Bullard to existing Golden State Boulevard.
Phase Three	Construct the State Route 99 interchange and grade separation over the realigned Golden State Boulevard. ***INFRA Funding Requested***
Phase Four	Extend Veterans Boulevard to connections with Herndon Avenue to the north and Shaw Avenue to the South. ***INFRA Funding Requested***
Phase Five	Construct Veterans Boulevard Class I multipurpose trail.

A map of the overall project and individual phase maps are available as Attachments 2 through Attachment 2.5 – Project Area Maps. A video rendering of this transformational project is also available here.

Project History: Local Investment to Rebuild America's Infrastructure

The Veterans Boulevard project has long been envisioned for the Fresno community. As the project has advanced, the City of Fresno has secured local, state and federal funding. Despite the economic turbulence of the mid 2000's, the project has steadily moved forward toward readiness. Local funding has primarily come from taxes and fee revenues. To date, local and state eligible investments totaling over $26.5 million have advanced the project to shovel readiness and secured right of way. A total of half a million in Federal funding has also been invested. The City has identified funding commitments totaling $94,224,650 for the project which includes all future costs and additional contingency. Funding is sought from INFRA for $44.5 million to construct phases three and four of the project which will enable the City to build the SR-99 freeway interchange and grade separation over Golden State Boulevard and extend connections to Herndon and Shaw avenues. These investments are detailed as part of Attachment 1 – Project Funding Sources and Uses.

The Fresno General Plan first introduced the potential need and concept for Veterans Boulevard to serve the local community along State Route 99 (SR-99) and accommodate future land use in the mid-eighties. An initial Project Study Report (PSR) was prepared for the proposed Veterans Boulevard interchange with SR-99 in the early nineties PSR # EA 06200-36190K. The project began to pick up steam, and by 2009 a PSR for the interchange, railroad overcrossing, and connection to Golden State Blvd was approved. The concepts outlined in the 2009 PSR have remained unchanged and were intended to provide conceptual approval for alternatives including: no-build, minimum, base alternative and connector road impacts.

Figure 3 - Veterans Boulevard Interchange Aerial Rendering

The Project Approval and Environmental Document (PA&ED) Phase also began in 2009. Another alternative was added to the study at this time to accommodate the changing travel landscape through the area. In December 2011, the Fresno City Council approved the First Amendment to the Cooperative Agreement with the Fresno County Transportation Authority (FCTA) for the Veterans Boulevard/State Route 99 Interchange and Grade Separation, Urban Project N-1. The amendment provided authorization from FCTA for $8.8 million for the Plans Specifications & Estimate (PS&E) or final design phase of the project. On July 19, 2012, the City Council approved a Consultant Services Agreement with Mark Thomas and Company for the completion of the project PS&E for the Veterans Boulevard/State Route 99 Interchange and UPRR Grade Separation Project.

In 2013 a Final Environmental Impact Report was prepared by the State of California Department of Transportation and the City of Fresno, see Attachment 3. A Project Report was published in July 2013 and is included as Attachment 4. Right of Way acquisition also began and is expected to be completed by August 2018. A total of 37 parcels have been acquired to date, with one remaining parcel required. Although the project has taken a number of years to move from initial concept to construction readiness, the City of Fresno is on a critical path forward to project completion. The City is currently in the process of reviewing final construction plans and specifications for Phases 3 and 4 and will be ready for obligation and subsequent construction in 2018.

INFRA funding is the final investment needed to begin construction.

Transportation Challenges Addressed

Each day residents in the project area face delays due to inadequate infrastructure for an area which has seen significant commercial and residential growth. A lack of traffic capacity clogs roadways which not only slows freight movement, but negatively impacts residents' commutes to work and school and impacts the overall navigability of the area for emergency responders. With existing conditions, traffic exceeds capacity and can result in delayed response times for emergency responders such as police, fire and paramedics. School children in the area are negatively impacted as buses get caught in the queue and are delayed. To avoid further impacts to public safety, freight movement, quality of life and the regional and local economy, the Veterans Boulevard project must be completed.

A school bus is caught in queuing at Herndon and SR-99.

Constructing Veterans interchange, extension, grade separation and multimodal trail will have a significant return on investment for transportation in the area. According to the project report (Attachment 4), construction will result in:

- Improved accessibility to the National Highway Freight System via State Route 99 and improved circulation to roads adjacent to the interchange through the establishment of a more direct route.
- Congestion relief and improved traffic flow in northwest Fresno along State Route 99 and local roads by increasing roadway capacity and constructing a freeway interchange.
- Enhancement to the local circulation network that would accommodate additional local and regional development through extending local roads connecting or adjacent to the interchange.
- Improved interactions between roadway users and trains though grade separation.
- Improvements to the ease of pedestrian movements via construction of a multimodal trail.
- A positive impact on the local economy through job creation and infrastructure to support greater long-term private development.
- Improvements to east-west connectivity between north Fresno and the rural communities west of Highway 99 by reducing transportation barriers.

II. Project Location

The Veterans Boulevard Project is located in the City of Fresno, California at a latitude and longitude of 36.822020, -119.904461, along State Route 99 (SR-99) in Urbanized Area number 31843. The Census Tracts impacted by this project are tract numbers: 6019004207, 6019004215 and 6019004212.

SR-99 is the principal north/south freeway in the Central Valley. SR-99 is important as a major lifeline route for industrial, commercial and agricultural purposes and serves as a major commuter route within and between cities located along its length. Throughout the project limits SR-99 is a four-lane freeway with two mixed-flow lanes running in each direction. SR-99 has an Average Daily Traffic (ADT) volume of approximately 69,000 vehicles in the project area[1]. The City of Fresno General Plan Land Use and Circulation Map (Attachment 5) demonstrates that the area is home to a broad mix of land use including residential, commercial, public facilities, employment centers, mixed use facilities and open space. This creates a dynamic hub of activity with multiple travel needs for freight, residents and business owners.

III. Project Parties

In order to bring the project to fruition, significant collaboration is needed. The Veterans Boulevard project involves many governmental and private parties providing financial and project coordination. The City of Fresno is the lead agency and proposed grant recipient. Interagency and cross-sector collaboration helps to maximize the return on funds invested, reduce costs while maintaining quality and obtain the necessary approvals to advance the project in a timely manner.

Public Partners

Each partner contributes to the overall success of the project. The California Department of Transportation (Caltrans) completed the Environmental Impact Report and will be a key partner on the interchange portion of the project (Phase Three). The Cooperative Agreement between Caltrans and the City of Fresno is included as Attachment 6.

The California High Speed Rail Authority (CHSRA) will be funding the construction of Ohases One and Two of the project as well as realigning Golden State Boulevard to its ultimate location. In November 2016, the City Council approved a Cooperative Agreement amendment with CHSRA for $28 million to fund the construction of a new overpass over the high-speed rail alignment and the Union Pacific Rail Road tracks at Veterans Boulevard. The executed agreement is included as Attachment 7. The realignment is scheduled to begin construction in June 2018 and has been considered and planned for in the design of the overall project.

The Fresno Metropolitan Flood Control District (FMFCD) and the Fresno Irrigation District (FID) have water utility interests in the project area, but do not require agreements based on the type and location of work being done. The Union Pacific Rail Road (UPRR) operation's will benefit from grade separation and has coordinated with the City to initiate a Construction Maintenance Agreement to cover a portion of the grade separation costs in Phase Two. The agreement with UPRR is in process and will be finalized in the next few months.

[1] http://www.dot.ca.gov/trafficops/census/volumes2015/Route99.html

Private Partners

The Pacific Gas and Electric Company (PG&E) and the American Telephone & Telegraph Company (AT&T) have utility interests in the area and are coordinating with the City of Fresno and CHSRA to realign utilities to accommodate Veterans infrastructure. Private developers have been accessed development fees which have been applied to fund the Design and Right of Way for the project. Private developers are highly supportive of the project due to the economic benefits to be generated as a result of improvements to traffic flow through the area.

IV. Grant Funds, Sources and Uses of Project Funding

A detailed workbook identifying grant funds, sources of funding and uses of project funding is provided as Attachment 1. Funding for the project has come from a number of sources including: the Federal Transportation, Communications and System Preservation Pilot Program, the California High Speed Rail Authority, the County of Fresno Measure C Program and Measure C Extension, Regional Transportation Mitigation Fees, Measure C Trails Funding and City of Fresno local funding which includes impact fees. Future funding will come from INFRA and Regional Transportation Mitigation Fees. Any restrictions and conditions of use and time constraints are identified in Attachment 1. Supporting documentation for committed funding is also included in the attachment.

Figure 4 - Financial Summary	
Total Project Cost:	$138,683,836
Total Expenditures to Date:	$26,516,836
Total Non-Federal Expenditures to Date:	$25,983,316
Future Eligible Costs, All Phases:	$112,167,000
Future Eligible Costs, Phases Three and Four:	$75,884,300
Total INFRA Request, Phases Three and Four:	$44,500,000
Total INFRA Share of Future Eligible Costs, All Phases:	39.67%
Total INFRA Share of Future Eligible Costs Phases Three and Four:	**58.64%**

Future eligible costs for Phase Three: $56,817,400		
Request Type	**Total Funding**	**Share of Future Eligible Costs**
INFRA Request – Phase Three	$34,285,600	60%
Non-Federal Matching Funding – Phase Three	$22,531,800	40%

Future eligible costs for Phase Four: $19,066,900		
Request Type	**Total Funding**	**Share of Future Eligible Costs**
INFRA Request – Phase Four	$10,214,400	54%
Non-Federal Matching Funding – Phase Four	$8,852,500	46%

V. Merit Criteria

Criterion #1 – Support for National or Regional Economic Vitality

Benefit Cost Analysis Summary

The Benefit Cost Analysis was conducted utilizing the Department of Transportation's BCA Guidance document for TIGER and INFRA applications. Modeling was performed by the Fresno Council of Governments through 2040 for no-build and build scenarios with a base year of 2017. Modeling results were then monetized and discounted as per the guidelines. Sources of data, assumptions, an executive summary and replicable calculations are included as Attachment 8. As you will see from the calculations, the primary benefits identified by the BCA are related to time savings. It is projected that the build-scenario will result in a value of **$25.4 million to $43.7 million in time saved**. The overall quantitative findings from the benefit cost-analysis and expected qualitative impacts are discussed below as they relate to key benefit indicators included in the NOFA.

Table 3 - Benefit Summary
Travel Time Savings Benefit: 3% $43,765,132 (7% $25,414,210)
Bicycle/Pedestrian Benefit: biking/walking hours increase daily by 117 hours, 23,488 hours annually at Build. Results in a decrease of 843.72 MTCO2.
Improved interactions between roadway users as a result of grade separations.
Eliminate bottlenecks in the freight supply chain through travel time savings.
Support commerce and economic growth through improved infrastructure.
Reduce structural barriers and improve multimodal access.
Improved quality of life for residents.

Benefit Cost Ratio: .04 (3% discount rate)
.02 (7% discount rate)

Veterans Boulevard is construction ready, can meet funding timelines and is a relatively low-risk Federal investment due to the magnitude of local investment made to advance the project. These variables should also be taken into consideration alongside BCR values.

Discussion

Reduction in fatalities/serious injuries

Due to the project type and existing conditions (adding an interchange and roadway where no infrastructure currently exists) quantifying pre and post projections for fatalities and serious injuries is challenging. Baseline values for collisions on Veterans Boulevard are currently zero and thus do not allow for quantitative projections for future reductions of fatalities and serious injuries on Veterans Boulevard. However, it is expected that the build scenario will improve interactions between roadway users through grade separation, reducing the likelihood of future derailments.

According to the California Public Utilities Commission, at-grade rail collisions generally result from: road user (driver, pedestrian, and bicyclist) inattentiveness or distractions, driving around

activated gates and warning devices or queuing (stopping) on tracks when traffic is congested[2]. The San Joaquin Valley Railroad line (Attachment 8) adjacent to the project moves freight rail which includes many raw materials such as building products, cattle feed, fertilizers, petroleum products and other agricultural goods. Reducing conflict zones helps insure that both residents and raw materials continue to reach their destinations. A map of California's Freight Rail system is included as Attachment 9.

The design of Phase Two of the Veterans Boulevard project (see Attachment 2.2) will construct a grade separation over the Union Pacific Rail Road (UPRR) and California High Speed Rail lines. This will eliminate potential train conflicts with motorized and pedestrian travel at the Herndon Avenue (crossing #757312B) and Carnegie Avenue (crossing #757313H) crossings.

Along Herndon Avenue, seven lanes of traffic currently cross at grade. In 2016, the Department of Transportation counted 14 through trains per day. In the last 25 years there has been 1 fatality, 1 injury and 1 non-injury accident at Herndon. Based on 24-hour counts conducted by the Department of Public Works in September 2017, approximately 1,909 trucks utilize this crossing per day, representing 10% of overall traffic. That is nearly 700,000 trucks per year. In a no-build scenario, seven lanes of traffic would continue to cross at Herndon and face travel delays and potential negative interactions leading to derailments. Upon completion of Veterans, interactions are expected to improve through grade-separation.

Phase Two of Veterans will also abandon Carnegie Avenue from Bullard Avenue to the existing Golden State Boulevard which will eliminate a conflict zone by eliminating an intersection and second track crossing. This crossing is two lanes. Based on 24-hour counts conducted by the Department of Public Works in September 2017, approximately 194 trucks utilize this crossing per day, representing 2% of overall traffic and over 70,000 trucks per year. See Attachment 10 for detailed U.S. DOT Rail Crossing Inventory Forms for each crossing. Attachment 11 includes historical accident and incident reports for both crossings.

Eliminate Bottlenecks in the Freight Supply Chain

Located along the National Highways Freight Network (Attachment 12), SR-99 through the Central Valley is widely recognized as an essential trade route, with numerous trade designations.

According to the 2015 Freight Facts and Figures Report[3], "Freight travels over an extensive network of highways, railroads, waterways, pipelines, and airways. Existing and anticipated increases in the number of freight vehicles, vessels, and other conveyances on both public and private infrastructure are stressing the system as more segments of the network approach or reach capacity, increasing maintenance requirements and affecting performance." Ensuring critical infrastructure is in place to more effectively manage the traffic flow through the area ensures the overall vitality of the freight supply chain. Veterans has been identified on the most recent (January 2017) State of California shovel-ready project map which features projects that are

[2] California Public Utilities Commission, Fresno County Rail Safety Presentation, 2012. http://www.cpuc.ca.gov/uploadedFiles/CPUC_Website/Content/Safety/Presentations_for_Commission_Meeting/FresnoCountyRailSafety05102012.pdf

[3] Freight Facts and Figures Report, 2015, Department of Transportation Bureau of Transportation Statistics

ready to move to construction and are along California's Critical Urban Freight Network (Attachment 13).

According to the 2013 Project Report (Attachment 4, p.22-23), it is projected that the build scenario for Veterans Boulevard interchange reduces potential bottlenecks improving freeway level of services from a rating of "E" – unstable flow, operating at capacity to a rating of "D" approaching unstable flow during peak periods. The construction of the Veterans Boulevard interchange improves the level of service on the following study freeway mainline segments: SR-99 northbound between Shaw Avenue and Veterans Boulevard (AM peak hour); SR-99 northbound between Veterans Boulevard and Herndon Avenue (PM peak hour); and SR-99 southbound between Herndon Avenue and Veterans Boulevard (AM peak hour). **In addition, the build scenario for Veterans Boulevard reduces the vehicle hours traveled (VHT) by 1,699 hours daily.** Since SR-99 is a vital trade route, improving traffic flow saves both time and money by improving the ability to keep people and goods moving throughout the state. Details related to time savings are provided in the benefit costs analysis, Attachment 8.

"This system must be maintained and expanded, and its operational efficiency must be improved, if congestion problems are to be mitigated."[4]

SR-99 Freight and Trade Designations

Goods Movement Gateway: SR-99 is classified as a "Goods Movement Gateway" for North American Trade in the 2013 California Department of Transportation Interregional Transportation Strategic Plan as it provides connections to I-5 and the SR-58 over the Tehachapi Mountain Range (Attachment 14). SR-99 is also recognized by the State of California Department of Transportation District 6 as a Truck Network in the 2016 *California State Highways Freight Planning Fact Sheet* and the National Network for State Transportation Assistance Act *Trucks Network Map*, (Attachment 15). Truck networks connect industrial development centers and commercial agriculture clustered around SR-99 to regional and international trade markets.

Farm to Market Corridor: SR-99 is recognized as a "Farm to Market Corridor" by the 2014 California Freight Mobility Plan (Attachment 16) due to the role infrastructure through the Central Valley plays in transporting food to feed the nation. Agricultural freight exports are essential to the economic vitality of the region. In 2015, a total of 20,628 phytosanitary certificates were issued in Fresno County for 166 commodities to markets in 96 countries around the world and gross agricultural production was valued at over $6 Billion.[5] The Nation's food supply will continue to require effective goods movement to distribute and export products quickly and efficiently.[6]

Major Freight Corridor: The SR-99 route through the Central Valley is also identified by the Office of Freight Management and Operations of the Federal Highway Administration as "Major

[4] *Global Gateways Development Program Report, 2002, p.3*
[5] Fresno County Annual Crop & Livestock Report, 2015.
[6] California Freight Mobility Plan, 2014, p. B-6-5

Freight Corridor" (Attachment 17) and included in the 2013 *Freight Analysis Framework* (Figure 4).

The Freight Analysis Framework recognizes SR-99 as the freight route which is projected to have the highest average Daily Long-Haul Traffic nationwide on the National Highway System by 2040.[7]

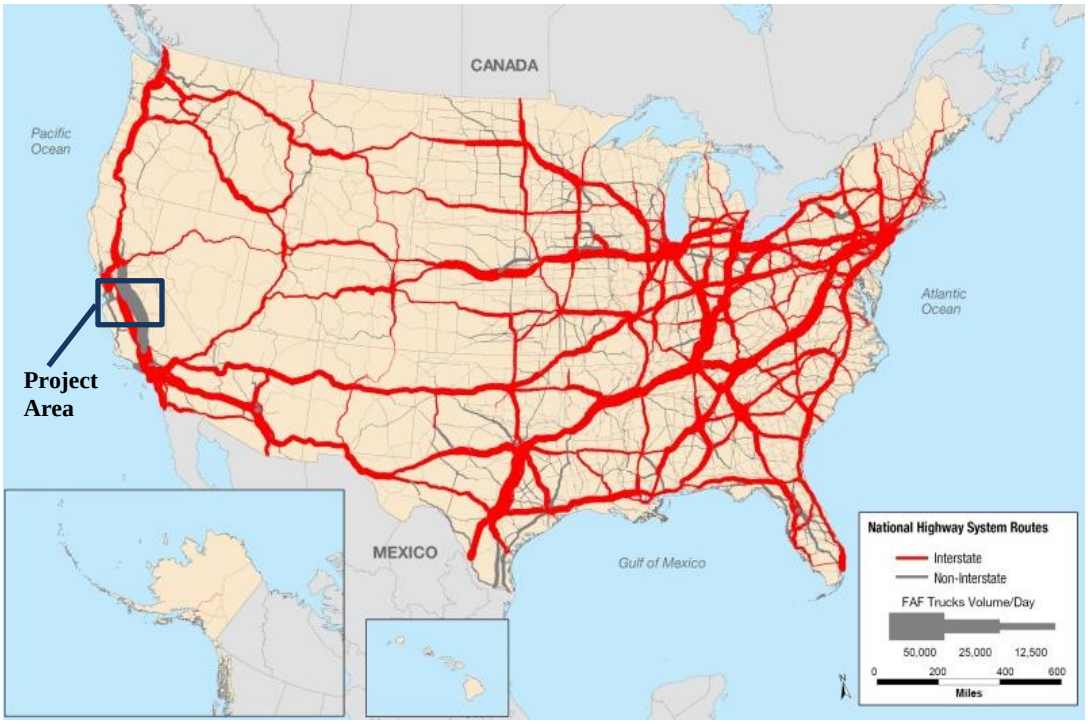

Figure 5 - Average Long-Haul Traffic on the National Highway System, 2040

Priority Global Gateway: Importantly, SR-99 is recognized as an "Intermodal Corridor of Economic Significance" between I-5 south of Bakersfield and US-50 in Sacramento and a "Priority Global Gateway" in California for goods movement in the *Global Gateways Development Program Final Report* (Attachment 18). The 2002 report finds that on California's highways congestion is becoming a major challenge for both commuters and truck drivers alike. It recommends upgrades to State Route 99 through the Central Valley, emphasizing that upgrades are key to mitigating congestion to maintain California's place in the movement of domestic and international trade. The global trade priority gateways map is included as Attachment 19.

[7] FHWA Freight Analysis Framework

Support Commerce and Economic Growth

Intersection of Herndon Avenue and Golden State Boulevard, near SR-99. Trucks often travel through the area to refuel.

This project supports the efficient movement of freight and people by making connections to a critical segment of the Nation's freight network along SR-99. Land use forecasting indicates that population growth in the County of Fresno would continue to increase at an average rate of .989 percent per year, increasing the city population roughly 21 percent by 2042 (California Department of Finance 2016)[8]. As the city grows from development projects consistent with the Fresno General Plan, the demand for transportation improvements will increase. Traffic generated by future projects would use State Route 99 to access travel destinations in the region. Increased traffic would also occur at the Herndon Avenue and Shaw Avenue interchanges. Without the proposed Veterans Boulevard interchange project (no-build alternative), level of service for these two interchanges would decline to unacceptable levels resulting in excessive delays and poor traffic operations on SR-99[9] disincentivizing further commerce and economic development in the area. To accommodate regional growth, local and area-wide roadway infrastructure must be able to support increased traffic demand.

Reduce Barriers

Overall, Fresno possesses a number of assets that make it attractive to business and industry. These include its central location on the West Coast and access to major transportation corridors, airports, affordability, good neighborhoods, and training and educational opportunities. The key to capitalizing on these assets is to provide infrastructure that more efficiently connects residents and goods to their destinations and aides in attracting and retaining both industry and professionals to the area.

With existing conditions, crossing State Route 99 is problematic since many of the crossing locations are currently more than one mile apart and have limited capacity. The Herndon, Shaw and Ashlan Avenue crossings currently operate at substandard levels of service and without improvements will continue to degrade as time progresses. Connections are also limited by the Union Pacific Railroad tracks that run parallel to State Route 99. These additional movements on local roads and highways contribute to overall congestion in the area and an increase in vehicle miles travelled. The proposed project would add, enhance and improve circulation network choices for local motorists to more quickly access and leave the regional State Route 99 mainline. Congestion would then drop as vehicles disperse over a broader local circulation network.

Throughout the corridor, provisions have been made to incorporate low mobility residents. As part of Phase Five, a Class I trail will be constructed along the Veterans Boulevard alignment

[8] *California Department of Finance, County Population Projections, 2016, dof.ca.gov*
[9] Project Report, 2013, p.37

between North Hayes and Polk Avenues. It will consist of a 12-foot wide trail, landscaping, irrigation and curb and gutter along Veterans. Street lighting will also be included in the project. This trail provides connectivity to existing and planned trails along Herndon Avenue and provides a non-motorized travel option to residents navigating the area which has the potential to reduce traffic congestion. According to the Fresno Council of Government's (Fresno COG) Travel Model, the build scenario for Veterans Boulevard would increase the daily travel hours for pedestrians and bicyclists by 117 hours per day. This is a substantial mode shift from motorized to non-motorized travel as a direct result of the infrastructure included in the project. Attachment 20 demonstrates Veterans trail network connectivity to the trails system within the city of Fresno and the neighboring city of Clovis.

Quality of Life Improvements

The juxtaposition of residential, retail and a major freight corridor within the footprint of Veterans Boulevard currently creates multiple and competing travel priorities which result in what community residents and businesses have described as an extremely frustrating experience. Although quality of life improvements are challenging to quantify, it is anticipated that better traffic flow in the area will improve quality of life for local residents by more effectively dispersing traffic. Improving infrastructure in the area will allow for improved navigation through the area for all users. This is particularly important to supporting timely emergency vehicle response from Fire Stations 14 and 18 and police from the Northwest Policing District.

Criterion #2 – Leveraging of Federal Funding

Non-Federal share of costs for Veterans have been maximized through the numerous funding sources that have been secured for the project.

INFRA funding for Veterans Phases Three and Four will make up 58.64% of future eligible costs for those phases and 39.67% for total future eligible costs for the entire project.

A number of funding sources have been allocated to the project to prepare design plans, secure right of way and construct the project. Federal funding is needed from INFRA to move into the construction phase. Funding sources include local, state and federal dollars. For full leverage information including a detailed analysis of the sources and uses of funding please see Attachment 1. A funding summary is also provided on page 7 of this document.

Public – Private Partnership

The feasibility of pursuing a public-private partnership (P3) to fund Veterans Boulevard was explored in 2016 through a review of the Federal Department of Transportation's Center for Innovative Finance Support P3 toolkit materials. Ideal project candidates for P3 arrangements include projects which collect tolls or fees that may generate a revenue stream for private operators of public infrastructure. A fee-based system for Veterans Boulevard would not generate sufficient revenue to both cover the costs of the system and achieve an economic net benefit to interested private investors. Despite this limitation, the City of Fresno has sought to leverage Federal funding by collaborating with public and private partners to share costs and coordinate project milestones. This cost sharing and coordination will result in a net cost savings for all partners due to economies of scale and the elimination of duplicative efforts. The

Veterans Boulevard project specifically benefits from coordination and cost-sharing with High Speed Rail to raise a PG&E distribution line. This line will provide power to signals on Golden State Boulevard and the interchange. Through this coordination, the City has realized a project cost savings of over half a million dollars.

Capital Portfolio

The City of Fresno Department of Public Works receives funding from many revenue types which include: the City of Fresno General Fund, State of California Gas Taxes, Local Measure C Sales Tax funding, local assessment districts, transportation grants from local, state and federal sources and developer fees. In FY2018 the department's budget is just over $158 million. Of this total portfolio, 21.5% or $34 million is from Federal Sources. Federal funds are not used for maintenance activities, but are leveraged for capital projects to best multiply the investment.

Life-Cycle Costs

The life-cycle costs of the project will be assumed by the City of Fresno and Caltrans. The City of Fresno will be responsible for Phases One, Two, Four and Five. In the FY18 adopted City of Fresno Budget, the City of Fresno has estimated annual operations and maintenance (O&M) for Veterans Boulevard at $945,300. The anticipated maintenance costs are for replacement of the infrastructure as the assets reach their useful lives. Funding will be built into future budget cycles as the project completes construction and becomes operational. Maintenance of the trail (Phase Five), landscaping and irrigation is fully covered by the Community Facilities District funding. Caltrans will assume responsibility for O&M on the SR-99 Interchange constructed as part of Phase Three as specified in the 2012 Cooperative Agreement with the City of Fresno, Attachment 6. The approach to ensuring operations and maintenance will not be underfunded in future years is to appropriately budget for these costs (as demonstrated in the FY18 adopted budget) and enforce maintenance agreements established for the project. These methods will ensure infrastructure remains in a state of good repair throughout its useful life.

Criterion #3 – Potential for Innovation

The City appreciates the opportunity to innovate and will leverage this opportunity in Innovation Area #3.

Innovation Area #1: Environmental Review and Permitting

Innovation in environmental review and permitting will not be pursued as the environmental review process has been fully completed for Veterans.

Innovation Area #2: Special Experimental Authorities

The Veterans project has followed all traditional delivery processes and will be ready to proceed to the construction phase following award of funding from the INFRA program. While Special Experimental Authorities were reviewed for feasibility, it was determined that SEP-15 was not applicable due to its public-private partnership requirement and that the project could be delivered in a prompt and timely manner following standard procedures. Therefore, SEP-14 will also not be pursued.

Innovation Area #3: Safety and Technological Innovation

The design elements included in the Veterans project follow all baseline safety improvements identified as proven countermeasures by the Federal Highway Administration (FHWA). In addition, the design of the pedestrian trail (Phase Five) demonstrates innovation above and

beyond proven countermeasures published in the FHWA's 2012 *Guidance Memorandum on Promoting the Implementation of Proven Safety Countermeasures* as it relates to safety. In order to eliminate potential points of conflict between pedestrians and cyclists navigating the trail and vehicles navigating the SR-99 interchange, a more complex trail loop and undercrossing was designed within the southbound cloverleaf. The design to be constructed allows for the trail to loop within the cloverleaf and cross underneath the southbound on- and off-ramps rather than crossing at grade, eliminating conflicts between pedestrians/bicyclists and vehicles.

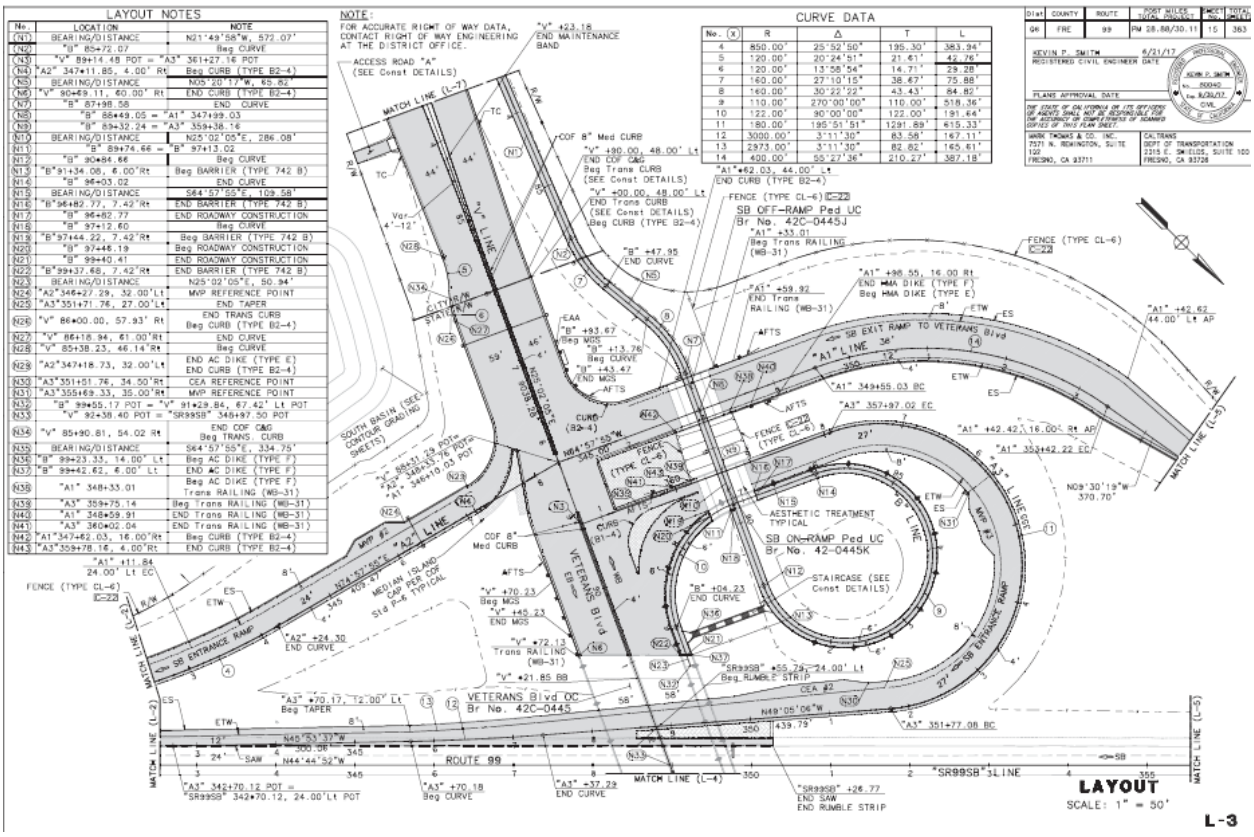

Figure 6 - Innovative Trail Layout

Trail use is expected to be higher than average in this area due to the number of schools, residences, retail centers and employment centers in immediate proximity. Based on the Fresno COG Travel Model, pedestrian and bicyclist travel is projected to increase by 117 hours daily with the construction of the Veterans project. Reducing conflict zones between all users through design will increase user comfort and incorporate proven safety countermeasures through innovative design.

Criterion #4 – Performance and Accountability

Performance metrics and accountability are essential to the success of this project. The City of Fresno proposes the following thoughtful and realistic performance and accountability measures:

Milestone Commitments

A milestone schedule is available as on page 18. The project has been well vetted and the City has full confidence in the proposed project schedule. For this reason, the City proposes as a condition of funding disbursement the following milestone commitments:

- The City will submit for funding obligation for construction of Phase Three and Phase Four of the project on or before November 30, 2018.
- By May 31, 2019, the City of Fresno will begin construction on Phases Three and Four.
- Construction will be completed by December 31, 2020.

Policy Change

Current policies allow for the expeditious delivery of the project, therefore no policy change metrics will be included in this proposal.

Performance Targets

The primary benefit identified in the BCA is related to time savings. In order to evaluate the impact of the project on time saved, operational analyses will be performed to evaluate shifts in travel patterns on nearby roadways (Herndon and Shaw). The department will also monitor VMT from updated models and collect pedestrian counts at pre-construction and post-construction intervals. Due to the nature of the project (baseline as no-build/no existing infrastructure) pre and post comparisons related to collisions will have a positive correlation with the build scenario which does not add value to the overall analysis of performance and will not be included in evaluation of performance target metrics.

VI. Project Readiness

The Veterans Boulevard project is "shovel-ready" in that it has the technical feasibility, schedule, required approvals, funding and a mitigated risk assessment to proceed to project construction in a timely manner following award. These elements of readiness are discussed below. A milestone schedule is also provided on page 18.

Detailed Project Statement of Work and Engineering Features

The original project design was developed in the Project Approval-Environmental Document (PA-ED) phase as a type L-9 interchange connecting Veterans Boulevard to State Route 99, a Veterans Boulevard overcrossing of Golden State Boulevard (with connecting "jug handle ramps"), a second overcrossing over the Union Pacific Railroad (UPRR) tracks, and extensions of Veterans Boulevard from the described improvements to Shaw Avenue and to Herndon Avenue. The original project also accommodated future planned roadway connections and the realignment of a portion of Herndon Avenue to connect with Veterans Boulevard. Subsequent to the PA-ED phase, the City of Fresno partnered with the California High Speed Rail Authority (CHSRA) to extend the bridge structure over the UPRR tracks to accommodate the new CHSRA tracks.

The project design connects Veterans Boulevard via "jug handle" shaped ramps to Golden State Boulevard. This alternative re-aligns Golden State Boulevard to the west and provides a structure over Golden State Boulevard for the Veterans Boulevard traffic. The structure over the proposed Golden State alignment is a single span structure with a span of 75'-9" along the Veterans Boulevard alignment. This provides a minimum vertical clearance of 16'-1" over the roadway section, which exceeds the required 15'-0" per Highway Design Manual Table 309.2A. It is a cast-in-place, post-tensioned concrete box girder with an overall section width of 136'-10".

Two at-grade signalized intersections were added at the jug-handle ramps intersections with Golden State Boulevard. From these intersections, the "J1" ramp (approximately 925 feet in length) located to the south of Veterans Boulevard, and the "J2" ramp (approximately 1,115 feet in length) located to the north of Veterans Boulevard, ramp up to connect to the proposed Veterans Boulevard. Both the "J1" and "J2" ramps are two-way, two-lane ramps that provide right-in/right-out movements to and from Veterans Boulevard. The notable difference between the "J1" and "J2" ramps is that the "J2" ramp has a standard 10' sidewalk section whereas the "J1" ramp does not provide pedestrian access.

The structure over the UPRR and CHSRA tracks will be a two (2) span structure with a total span of 295'. From east to west, the span lengths are 115'and 180' respectively. The structure's support column is located just outside the UPRR operational right-of-way. This structure also has a minimum vertical clearance of 23'4" over the existing UPRR railroad tracks, which meets the requirements set forth in Table 309.5A of the Highway Design Manual.

Within the limits of the Veterans Boulevard Project, the CHSRA alignment is planned along the west side of the existing UPRR right-of-way. The CHSRA right-of-way width is 107' and is adjacent to the existing UPRR tracks. Golden State Boulevard will be realigned to the west to accommodate the CHSRA track alignment. The planned CHSRA profile is at-grade and will be slightly lower than the existing UPRR tracks at the Veterans Boulevard crossing. The CHSRA will provide construction funding for the grade separation over the UPRR and CHSRA tracks, realigning Golden State Boulevard, the "J1" connection between Veterans Boulevard and Golden State Boulevard, and the reconstruction of Carnegie Avenue to eliminate the existing at grade crossing of the UPRR tracks. Additional project impacts and costs resulting from the CHSRA are captured by the CHSRA project.

The corridor along Veterans Boulevard also contains a 12' wide Class I trail. This trail was designed to increase pedestrian and bicycle safety throughout the corridor. The 12' wide trail runs from Herndon Avenue to Shaw Avenue on the north side of Veterans Boulevard. In order to increase pedestrian and bike safety at the southbound loop onramp (which has the heaviest ramp traffic volume), the trail alignment loops and ramps down with the southbound loop on-ramp. It proceeds to travel under the southbound loop on-ramp and diagonal off-ramp and connects to an existing section of the Class I trail approximately 550' west of the proposed undercrossing. The minimum vertical clearance for this trail under the southbound off-ramps is designed at 10'.

This overall project work was split into the following design and construction phases to accommodate scheduled utility relocations, existing funding, and to create appropriately scaled opportunities for local contractors to participate in the construction work:

Phase One – The extension of Bullard Avenue to Veterans Boulevard and the project storm drain improvements.

Phase Two – The UPRR and CHSRA grade separation, the southerly jug handle ("J1 as identified subsequently) connecting Veterans Boulevard and Golden State Boulevard, the reconstruction of Carnegie Avenue to eliminate the existing at grade crossing of the UPRR

tracks, along with the embankment and partial street improvements between the Veterans Boulevard/Bullard Avenue/Riverside Drive intersection and the UPRR/CHSRA grade separation.

Phase Three– The Veterans Boulevard/State Route 99 interchange, the northerly jug handle ("J2" as identified subsequently), Veterans Boulevard overcrossing of Golden State Boulevard, and the completion of Veterans Boulevard between the Veterans Boulevard/Bullard Avenue/Riverside Drive intersection and the Veterans Boulevard/Bryan Avenue/Barstow Avenue intersection.

Phase Four – The extensions of Veterans Boulevard from the Bullard Avenue/Riverside Drive intersection to Herndon Avenue and from the Bryan Avenue/Barstow Avenue intersection to Shaw Avenue as well as the extension of Sierra Avenue to Bullard Avenue, modifications to Hayes Avenue between Herndon Avenue and Veterans Boulevard, and new improvements to accommodate access between Veterans Boulevard and Herndon Avenue.

Phase Five – The Class I trail improvement transitioning from the elevated Veterans Boulevard over SR-99 to the at-grade portion of Veterans Boulevard on the west side of State Route 99. This phase will be designed and constructed as a portion of Phase Three but does not seek funding from INFRA.

Technical Feasibility

Plans for the interchange (Phase Three) have been designed following current American Association for State and Highway Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) 6th Edition Standards. Roadway, overcrossing and multipurpose trail plans have been developed utilizing City of Fresno standards, plans and specifications. The Veterans Boulevard project has been designed to mitigate risks to the scope of work and schedule by running the project in five concurrent phases. This strategy is discussed at length beginning on page 21, under potential risk and mitigation.

The included cost estimate is based on extensive planning, engineering studies and design work completed to date. Plans for Phases 3, 4, and 5 are nearing 100% complete at the time of this application. This allows the City to provide accurate costing due to the highly defined scope of work and level of design available to estimate the project. Contingency levels have been estimated at 10% based on engineering best practices and the level of design completed for the project. The estimated contingency is adequate to cover any unforeseen costs. This level of contingency mitigates financial risk by anticipating unexpected costs and allocating funds to expect the unexpected.

Project Schedule

The project is on schedule to obligate funding for INFRA funded Phase Three and Phase Four in 2018 and begin construction within 18-months of obligation. An overview of the project schedule is provided below, followed by a more detailed schedule by phase.

Figure 7 - Veterans Boulevard Project Schedule – By Phase					
	Phase One	**Phase Two**	**Phase Three**	**Phase Four**	**Phase Five**
Project Stage	Bullard Extensions	Grade Separation/Carnegie	Interchange/ Grade Separation	Extensions - Shaw/Herndon	Trail
Environmental	Jun 2013	Jun 2013	Jun 2013	Jun 2013	Jun 2013
Design Plans Complete	Oct 2017	Jan 2017	May 2018	May 2018	May 2018
ROW Acquisition Complete	Oct 2017	Feb 2017	Aug 2018	Aug 2018	Aug 2018
Agreements Finalized	Dec 2017	Feb 2018	N/A	N/A	N/A
INFRA Obligation	N/A	N/A	Nov 2018	Nov 2018	N/A
Bid Initiation	Nov 2017	March 2018	Nov 2018	Nov 2018	Nov 2018
Begin Construction	May 2018	August 2018	May 2019	May 2019	May 2019
End Construction	Sept 2018	August 2019	Dec 2020	Dec 2020	Dec 2020

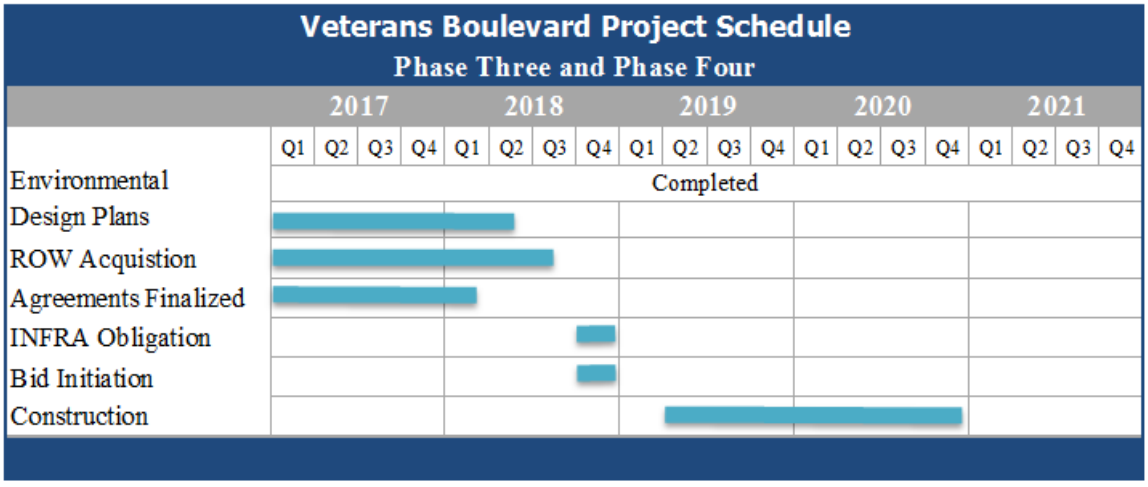

Figure 8 - Veterans Boulevard Project Schedule Graphic

Required Approvals

Environmental

The Final Environmental Impact Report (EIR)/ Environmental Assessment with a Finding of No Significant Impact was completed by the State of California Department of Transportation in June 2013. This EIR covers both Federal NEPA and State CEQA requirements. The full report is available as Attachment 3. Although the EIR is more than three years old, the project remains consistent with City and Caltrans planning documents and includes language which calls for preconstruction surveys which will be included as the project moves forward. Further, no new development has occurred in the project area and all of the specifications call for current dust, noise, and water quality and storm water standards. Significant progress has been made on design and the project will proceed to construction upon securing additional funding.

Planning Documents

Veterans Boulevard is included in the planning documents listed below. All planning approvals on which the project depends are in place.

Figure 9 - Planning Documents	Year	Attachment
Federal Statewide Transportation Improvement Program	2017	Attachment 21
Fresno Council of Governments Regional Transportation Plan Veterans will also be included in the 2018 Fresno Council of Governments Regional Transportation Plan which is being developed at the time of this application.	2014	Attachment 22
Route 99 Corridor Business Plan Included as a Priority Category 4: New Interchanges.	2013	Attachment 23
Measure "C" Extension Expenditure Plan Identified in the Regional Transportation Funding Program as an Urban Tier 1 Project. The project will also be included in a revised expenditure plan with updated figures by late 2018. A copy of the proposed revisions and the final revised plans will be available here.	2006	Attachment 24

Reviews and Permitting

In addition to the aforementioned plans, Veterans Boulevard interchange (Phase Three) is subject to review by Caltrans. That process is underway at the time of this application and is expected to be completed by early 2018. Past permits required are specified on page 44 of the 2013 Project Study Report, Attachment 4.

Public Engagement and Support

Public outreach occurred as the project has progressed through the concept phase and environmental review. A public information meeting was held on February 24, 2010 to inform all interested parties about the project. The purpose of the meeting was to present the project alternatives and obtain input from local agencies, businesses, organizations, and the public.

Based on comments received, the community is supportive of the project. Pedestrian crossing alternatives across Veterans Boulevard were added as a result of comments received from the residents' neighborhood south of Veterans, and east of the UPRR tracks. The environmental document was made publicly available on August 8, 2012 for a public comment period that extended to September 22, 2012. A public hearing was held from 6:00pm to 8:30pm on August 29th, 2012 at River Bluff Elementary School. Approximately 53 members of the public attended. In general, the concerns expressed at the hearing related to rerouting traffic at Herndon Avenue to accommodate staging and pedestrian safety.

Residents attend a community meeting held in 2017 in the project area. Approximately 300 people were in attendance.

Overall, there is significant public support for the project. On March 29, 2017 Fresno City Councilmember Steve Brandau hosted a town hall meeting to provide a status update on the project for neighborhood residents, receive public comments and discuss funding strategies. The meeting was met with overwhelming turnout. About 300 residents filled a school cafeteria to standing room only to express their support for the project and their desire it be constructed as quickly as possible. Veterans Boulevard is a standing topic at District 2 community meetings.

Potential Risks and Mitigation Strategies

The City of Fresno has completed a risk analysis to determine the greatest possible risks to the completion of the project and potential mitigation strategies. As part of this analysis, any environmental and right of way concerns were eliminated as potential risks. Environmental analysis at the site has been completed and approved. Right of Way acquisition is 90% completed and adequate funding and contingency for the remaining right of way parcel has been secured. The three potential risks discussed below emerged during the analysis and have been listed in order of potential risk severity. Mitigation strategies have also been identified for all three risks.

Project Parties

Though the Veterans Boulevard project has been designed to maintain independent utility, related work in the project area is ongoing and introduces the greatest risk potential.

PG&E

A PG&E distribution pole line runs along a north/south alignment (paralleling State Route 99) approximately half way between State Route 99 and the existing Golden State Boulevard. In order to provide adequate vertical clearance over the elevated Veterans Boulevard associated with Phase Three and to provide horizontal and vertical clearance for the new Golden State Boulevard (to be constructed by CHSRA), the existing pole locations must be moved and replaced with taller utility poles. The construction schedule for the project allows adequate time for the distribution line completion by November 2018 and can proceed (if necessary) prior to the realignment of Golden State Boulevard.

If Golden State is not realigned prior to the start of Phase Three construction, existing Golden State will be maintained under the grade separation and Carnegie will be left open. The City is highly experienced with managing complex project scheduling and management, and can mitigate any potential risks to achieving project milestones by remaining flexible and responsive to any changes in the project area. Regular meetings are held with both CHSRA and PG&E to communicate project status and collectively navigate any challenges.

AT&T

High priority AT&T lines run north/south between and paralleling the existing Golden State Boulevard and Union Pacific Railroad (UPRR) tracks. The location of these lines conflicts with the center support structure (bents) of the UPRR/CHSRA grade separation structure associated with Phase Two. CHSRA and AT&T are working jointly to realign these facilities to the new Golden State Boulevard alignment, alleviating the conflict with the Phase Two structure. Scheduling delays to this work could have a potential negative impact on the Phase Three construction, if they are substantial. To alleviate this potential delay, in September 2017 the City performed field surveys of the excavated and exposed facilities in question and has determined methods to either move the existing facilities laterally away from the Bents or construct a permanent support structure over the top of these facilities upon which the Bents can be constructed. At present the City is working with AT&T to determine which option to use. Should the relocation of the AT&T facilities into the new Golden State Boulevard alignment be delayed, the City will have a shelf ready option to employ to prevent negative impacts to the Phase Two or Phase Three construction.

Cost Control

With an overall project exceeding $100 million, cost control is a potential risk that requires proactive and ongoing cost mitigation strategies. The original scope of the project included all five phases as one large project. The scope has evolved to be split into separate phases to reduce financial risk, engage partners, more effectively secure funding and attract a higher number of potential bidders to construct the project phases. This phasing manages costs through increased competition, dispersion of liability and interagency project coordination to achieve mutual benefits. Coordination with other stakeholders will continue throughout the life of the project to maximize cost savings. To date, it is estimated that coordinated efforts have saved half a million dollars.

Procurement Delays

Due to the increase in local construction as a result of the High Speed Rail (HSR) line, soil is in currently in short supply in the immediate area. Soils are needed to support embankment construction. It is anticipated that costs for soil may be slightly elevated as a direct result of local competition. The budget estimate and contingency reflect minor cost increases to account for this. No other procurement delays are foreseen at this time.

VII. Large/Small Project Requirements

1. Does the project generate national or regional economic, mobility, safety benefits?	Please see Section V and Attachment 8 for detailed benefits. Regional benefits are anticipated due to SR-99's designation as a corridor of economic significance. The project encourages economic growth by increasing travel capacity through an area of town with ongoing and significant growth through private capital investment. Mobility benefits are achieved through time savings and the addition of a trail through the project area. Safety benefits are projected as a result of grade separation.
2. Is the project cost effective?	Yes, this project results in a net positive cost benefit ratio. See Section V and Attachment 8 for full benefit cost analysis. **Summary:** • Travel Time Savings Benefit: 3% $43,765,132 (7% $25,414,210) • Bicycle/Pedestrian Benefit: biking/walking hours increase daily by 117 hours, 23,488 hours annually at Build. Results in a decrease of 843.72 MTCO2. • Improved interactions between roadway users as a result of grade separations. • Eliminate bottlenecks in the freight supply chain through travel time savings. • Support commerce and economic growth through improved infrastructure. • Reduce structural barriers and improve multimodal access. • Improved quality of life for residents.
3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150 (and shown below)? (b) National Goals.—It is in the interest of the United States to focus the Federal-aid highway program on the following national goals: (1) Safety.—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. (2) Infrastructure condition.—To maintain the highway infrastructure asset system in a state of good repair.	Yes, the project contributes to many of the goals listed below. (1) Safety contributions are described on pages 8, 9 and 15, and are attributed to grade separations and the innovative trail design included in the project. (2) This project will add to the existing highway infrastructure in order to maintain an efficient highway system. (3) This project adds an interchange along SR-99 and reduces congestion on connecting roadways. (4) This project is projected to improve system reliability by improving the travel network along SR-99 and in northwest Fresno. Reliability calculations are not available as per the BCA guidelines, however, see section V. of this application for qualitative reliability benefits.

(3) Congestion reduction.—To achieve a significant reduction in congestion on the National Highway System. (4) System reliability.—To improve the efficiency of the surface transportation system. (5) Freight movement and economic vitality.—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development. (6) Environmental sustainability.—To enhance the performance of the transportation system while protecting and enhancing the natural environment. (7) Reduced project delivery delays.—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	(5) Veterans Boulevard is identified in numerous plans as a trade corridor of economic significance (see discussion in Section V, Criterion #1). Constructing the project improves freight movement and economic viability as suggested in identified plans and demonstrated in BCA results (Attachment 8). (6) The project has completed environmental analysis and conforms to environmental requirements. Additionally, the inclusion of a multimodal pedestrian trail supports alternative modes of transportation and may encourage travel mode shift between activity centers in the project area. Over time, mode shift can aide in protecting the natural environment. (7) No alternative delivery methods were suggested as part of Veterans Boulevard as the project can rapidly move to construction upon notification of award. See section IV for project readiness details.
4. Is the project based on the results of preliminary engineering?	Yes. Final engineering plans are under review and expected to be approved in early 2018. See section IV for project readiness details.
5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project?	Funding sources and amounts are detailed in Attachment 1. The project has numerous stable and committed sources of funding from state and local funds, in addition to INFRA. INFRA is the final source of funding needed to allow the project to break ground.
5b. Are contingency amounts available to cover unanticipated cost	Yes, contingency amounts are included in the project at 10% per standard engineering practices. Exact amounts

increases?	for each phase are included in Attachment 1.
6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?	A lack of Federal funding will lead to significant delays in constructing the project. Without funding from INFRA the project will not be delivered in a timely manner. This delay will lead to additional costs through inflation (estimated at 3.5% per year), potential costs to redesign project elements as design standards change, as well as negative impacts to economic development, trade and overall quality of life in the area.
7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?	Yes, the project is slated for construction within 18 months of the date of obligation. Environmental phases are complete. Right of way is slated to be completed by August 2018. Construction plans will be at 100% by early 2018. Matching funds have also been secured. Please see section VI for schedule details.

Figure 10 - List of Attachments	
Visit http://www.fresno.gov/veteransboulevard to view attachments	
Number	**Document Title**
1	Project Funding Sources and Uses Workbook
2	Veterans Boulevard Map – Overall
2.1	Veterans Boulevard – Phase One Bullard Extension Map
2.2	Veterans Boulevard – Phase Two Grade Separation
2.3	Veterans Boulevard – Phase Three Interchange
2.4	Veterans Boulevard – Phase Four Extension
2.5	Veterans Boulevard – Phase Five Trail
3	Environmental Impact Report – 2013
4	Veterans Boulevard Project Report – 2013
5	City of Fresno General Plan Land Use and Circulation Map
6	Caltrans Cooperative Agreement
7	High Speed Rail Veterans Boulevard Agreement
8	Benefit Cost Analysis
9	California Freight Rail System Map
10	U.S. DOT Rail Crossing Inventory Forms
11	Rail Accident and Incident Reports
12	National Highways Freight Network SR-99
13	Shovel Ready Critical Freight Network Project Map
14	California Department of Transportation Interregional Transportation Strategic Plan
15	California State Highways Freight Planning Fact Sheet
16	California Freight Mobility Plan Excerpt
17	FHWA Major Freight Corridors
18	Global Gateways Development Program Final Report
19	Global Trade Priority Gateways Map
20	Veterans Trail Regional Connectivity Map
21	Federal Transportation Improvement Program - 2017
22	Fresno Council of Governments Regional Transportation Plan - 2014
23	Route 99 Corridor Business Plan – 2013
24	Measure C Expenditure Plan – 2006
25	Fresno City Council Resolution
Letters of support are also available on the application's website.	